



European Powered Flying Union

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EPFU News Flash No. 128, March 2024

Dear Friends!

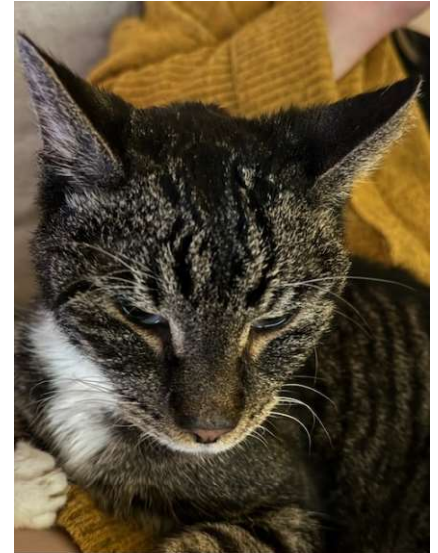
I apologize for the again late News Flash publishing moment, but flying to Australia 2-3 times a month with layover time 8-9 days in a row with 9 h time difference is starting to take its toe from me so I keep my writing short.

Next month we have AERO 2024 and on following weekend our AGM takes place. I have announced my day off wishes early for our AGM, I really hope to get the days free but this remains to be seen.

Find René's composition of the current topics.

Stay safe and hope to see you soon!

PS. Do not forget to register for our AGM next month. You will find useful hints in the News Flash February edition.



Remember to enjoy life!

MODEL-SI (Digital Transformation - Case Studies for Aviation Safety Standards - Modelling and Simulation)



EASA writes:

"The aim of the project is to explore a combination of methodologies that may be able to deliver practical and reliable flight load envelopes and load distributions, for eVTOL designs propelled by several rotors, operated by fly-by-wire at different stage of the development lifecycle and in support to airworthiness certification activities." For further information please go to

<https://www.easa.europa.eu/en/research-projects/model-si-digital-transformation-case-studies-aviation-safety-standards-modelling>

UK CAA published an

INVESTIGATION INTO THE HUMAN FACTORS EFFECTS OF ELECTRONIC CONSPICUITY DEVICES IN UK GENERAL AVIATION.

Many thanks to Martin Ryff for this contribution.

Please go to

<https://www.caa.co.uk/publication/download/20799> for the report, to

<https://www.youtube.com/watch?v=-zVqdQNqbFM> for the video.





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Design & Certification Newsletter — 2024/01

21/2/2024 is the publication date, the link below brings you to more information if needed:

<https://www.easa.europa.eu/en/newsroom-and-events/news/design-certification-newsletter-202401#group-related-news>



7Europe for Aviation at Airspace World 2024

On-site event, the dates:

Day 1 — 19/03/2024, 10:00 - 15:50 CET (UTC +1)

Day 2 — 20/03/2024, 10:00 - 15:50 CET (UTC +1)

Day 3 — 21/03/2024, 10:00 - 13:25 CET (UTC +1)

For more information:

<https://www.easa.europa.eu/en/newsroom-and-events/events/europe-aviation-airspace-world-2024>



Proposed Certification Memorandum ref. CM-DASA-002 Issue 01 on 'Development Assurance Considerations in Product Certification'



Published by EASA on 14/2/2024: **Applicable to Normal, Utility, Aerobatic and Commuter Aeroplanes / Large Aeroplanes / Small Rotorcraft / Large Rotorcraft / Engines / Propellers / Auxiliary Power Units / ETSO Parts.**

Official comments to the proposed Consultation Paper are to be filed through the EASA Comment Response Tool (CRT). For all details please go to

<https://www.easa.europa.eu/en/document-library/product-certification-consultations/proposed-certification-memorandum-ref-cm-dasa>

Sunny Swift No 40 on Technical Occurrence Reporting

has been published on 27/2/2024. The "link":

<https://www.easa.europa.eu/en/newsroom-and-events/news/sunny-swift-technical-occurrence-reporting>





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Terms of Reference (ToR), Notices of Proposed Amendments (NPA), Comment Response Documents (CRD), Opinions, Agency Decisions, and Public Consultations published between 13/2/2024 and 5/3/2024. Titles or text parts in bold characters means that the texts are at least partially important for our community:

ToR: None

Focused Consultation: None.

Notices of Proposed Amendment:

Repetition

6/2/2024 NPA 2024-01 Introduction of a regulatory framework for the operation of drones — Enabling innovative air mobility with manned VTOL-capable aircraft (RMT.0230)

Expiration date for comments: 6/5/2024

EASA writes: This NPA proposes amendments to existing AMC and GM and the creation of new ones to illustrate the means to show compliance with the operational requirements applicable to manned VTOL-capable aircraft (VCA). The specific objectives of the proposed amendments are to:

- enable operators to safely implement the applicable regulations to operate manned VCA in the single European sky (SES);
- ensure that the conditions are met as regards the safe operation of manned VCA in the ATM environment;
- support innovation and development in the field of innovative air mobility (IAM) through the implementation of an efficient, proportionate, and well-designed regulatory framework which does not unnecessarily hinder the development of the manned VCA market;
- provide guidance to the competent authorities of the EU Member States for the application of the regulations on manned VCA;
- provide guidance to manufacturers and operators of manned VCA for the deployment of operations with manned VCA.

For more information please go to

<https://www.easa.europa.eu/en/document-library/notices-of-proposed-amendment/npa-2024-01>

Agency Decisions: None

Comment Response Documents (CRD):

CRD 2014-25 Cruise relief co-pilots, published on 21/2/2024 (RMT.0190 and RMT.0287), not for our community. See also related opinion No 05/2023. As there are some 24 pages presenting many comments, interested parties may go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2014-25>

CRD 2017-22 Regular update of flight crew licensing and medical requirements (RMT.0190 and RMT.0191) also published on 21/2/2024. There are nearly 150 pages of comments, see also related Opinion No 05/2023.



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For all details:

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2017-22>

CRD 2020-14 of 21/02/2024 **Better flight crew licensing requirements for general aviation (RMT.0678)**

More than 100 pages of comments, integrated on Opinion No 05/2023. For all these comments please go to

<https://www.easa.europa.eu/en/document-library/comment-response-documents/crd-2020-14>

Opinion

Opinion No 05/2023 from 13/10/2023, Cruise relief co-pilots | Regular update of flight crew licensing and medical requirements | Better flight crew licensing requirements for general aviation.

Not new, referred to, however, several times above. For this reason here comes again the electronic address as a (hopefully useful) repetition:

<https://www.easa.europa.eu/en/document-library/opinions/opinion-no-052023>

EU Have your say Consultations: None.

EU Regulations: None.

EU Decisions: None.

EU Publications: None.

EASA publishes FAQs on Information Security

14/2/2024 The European Union Aviation Safety Agency (EASA) has published its first set of Frequently Asked Questions (FAQs) on the Information Security regulatory material (Part-IS): Implementing Regulation (EU) 2023/203, Delegated Regulation (EU) 2022/1645 and the related Acceptable Means of Compliance and Guidance Material (AMC & GM).



The FAQs include a set of 22 questions and answers (Q&A) that clarify various key concepts related to the implementation of Part-IS. The Q&A are divided into the following 9 categories:

- Applicability,
- Derogation,
- Relationship between Part-IS and certified products,
- Reporting,
- Delegation of tasks,
- Competencies,
- Risk assessment,
- Integration into existing management systems, and
- Supplementary material.



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This FAQ set will be expanded if new topics that require clarification will emerge during the pilot projects with industry and the discussions with authorities.

For more details, please visit EASA's FAQs on Part-IS or go to

<https://www.easa.europa.eu/en/the-agency/faqs/information-security-part>

Murphy's Law COMPLETE, compiled by Arthur Bloch

On page 32 we read about a certain Mr. Klipstein's experiences in prototyping and production:

"After the last of 16 mounting screws has been removed from an access cover, it will be discovered that the wrong access cover has been removed."

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Best wishes for good luck and perfect health, kind regards,

Antti Kääriäinen, President
FI-16900 Lammi, 5 March 2024

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